

## GOTHAM'S BIG VANS.

HOW THEY ARE USED FOR LONG AND SHORT DISTANCE MOVING.

Breakage, Time and Trouble Saved by These Large Vehicles—The Business of Moving Day Reduced to a Science—Traveled by Train and Steamboat.

The estimator for a storage and van company will walk into a house or a flat and estimate within a cubic foot of how much space the contents will take up packed, and he doesn't make any elaborate computations either. He just walks in a leisurely way through a house from roof to cellar or through a flat from end to end, and when he is through he knows. Houses vary greatly. One three story house might have in it three van loads. The house just like it next door might have six, but the estimator rarely makes a mistake. He might get half a van load out of the way in estimating a six load house, but this would be quite unusual. He would be much more likely to hit the mark.

The contract price for moving means for moving from any floor to any floor, if it is desired, the company will send barrels, boxes and packing materials and men to pack crockery, bronzes, books, bric-a-brac, and so on, at 75 cents a barrel or its equivalent in space. The time for loading and for starting the vans would depend somewhat on where the goods were going. If they were going 40 miles into the country, the vans would be loaded this afternoon before and would start at 2 o'clock in the morning. They would arrive at their destination at about 10 o'clock the same morning, the horses would be put up and the vans unloaded, the start on the return would be made at about 2 o'clock the next morning, and the arrival in the city would be at about 10.

Vans are specially constructed with large bodies and low wheels for transportation by steamboat or railroad. Whether horses are taken on such trips depends altogether on the distance the vans are going. If to a nearby point, the horses go along; if to a distant point, it is cheaper to hire horses there. Vans were going to Newport, for instance, they would be shipped on a freight propeller, whose derrick would pick them up like great boxes of goods and land them on deck. On such a trip horses would not be taken, but hired in Newport for the hauling there. Horses would meet the vans at the dock upon their return here. Vans go west at least as far as Louisville, south to Baltimore and Washington. In transfers, say to Long Branch and other nearby points, the horses go with the vans.

Fifty miles would ordinarily be about the limit of the distance that vans cover on their own wheels, but they sometimes go greater distances. Forty miles would be not at all unusual, and trips of 30 miles and less are common. The drivers know the roads within 50 miles around New York well. They know where the paved roads are and those that are most nearly level, and where the poorer or more difficult roads are, too, and so they know what sort of an outfit to take. Where the roads are good to destination the vans would be drawn by four horses. On bad or hilly roads they would take six horses. It is interesting to note, as the result of the drivers' observations, that the roads around New York are better than they used to be, and that they are steadily improving. Not infrequently the van companies move people from one point to another outside of the city. For example, a gentleman who lived in a town near Bridgeport, Conn., who was about to move to a place near Tarrytown, in this state, contracted with a van company of this city to move him. Three vans went up from the city on this expedition. The work took about two weeks. Here the distance to be covered was so great that it was impossible to make it in a single day, and the vans halted at night and went on in the morning. They went to and fro in this way until the work was completed. The bill for this job came to nearly \$1,300.

The van companies move goods between points in the city as well as to and from it, and besides moving household goods they will estimate on and contract to remove the contents of a store or a building to another store or building. A recent moving job in this city came to about \$1,200. Goods moving in vans on their own wheels are not insured. In transit by rail or boat they are insured at the request of the owner. The cost of moving by vans depends, of course, largely on distance, and it varies somewhat according to season and circumstances. It is cheaper between seasons, and the nature of the roads to be covered might have something to do with it. To Morristown, N. J., distance about 30 miles, the price in the busy season would be \$35 a van and expenses, the expenses being ferrage and tolls. To point, say, 12 miles from the city, in the busy season, the rate would be \$20 a van and expenses.

The storage and van business has increased greatly in New York in recent years. The population of the city and its suburbs has increased rapidly, and there are now more moving days than formerly. Many leases now run from April or October, besides those that run from May, so that the business is more distributed through the year. The number of those who go out of town for the summer has increased greatly. Many persons regularly every year move household goods enough to furnish or partly furnish a house at the seashore or in the country. There are many persons who give up their rents in spring and store their effects and go away until fall. —New York Sun.

## Talking and Writing.

What a difference there is between talking and writing! It is mighty dull correspondence where one person has to do all the writing, but it is no unusual thing to find a person whose idea of perfect conversation is where he does all the talking. —Boston Traveller.

## AN OLD PRESCRIPTION.

On This Particular Occasion It Failed to Do Its Work.

The crowd had gathered about a horse and buggy in the middle of the street. The horse had balked.

"Tie a string around his ear," said one of the bystanders. "It gives him something else to think of. I never knew it to fail."

A string was placed and wound tightly round one of the animal's ears. It had no effect.

"Blindfold him," suggested another. A bandage was tied over his eyes and an effort made to start him.

Some result.

"Back him."

"He won't back," said the exasperated owner. "I tried that."

"Try him with an ear of corn."

The ear of corn failed to move the obstinate horse.

"I'll see if I can't persuade him some other way," said the exasperated owner of the animal.

He took a whip and belabored the beast with it till somebody threatened to have him arrested.

Then he kicked him awhile.

All in vain.

Finally a benevolent looking old gentleman forced his way through the crowd and said:

"I have seen a great many balky horses started by building a fire under them. Can you get some straw or shavings?"

A boy was sent to a neighboring furniture store for some excelsior. He came back presently with a huge armful. It was placed on the ground under the horse and a lighted match touched to it.

As the first feeble flame rose from it and the smoke began to curl about his legs the horse unbent a little. He turned his head, took a calm survey of the situation, and when the combustible stuff burst into a big blaze he moved forward about six feet, in full possession of his faculties and without any unnecessary haste, and stopped again.

And the elegant buggy was damaged \$25 worth by the flames before it occurred to anybody to scatter the blazing stuff.

And then an old colored man in a faded suit of secondhand clothes and a hat with half the brim gone went out and spoke kindly to the high spirited animal, rubbed his nose, patted him on the neck, climbed into the damaged buggy and said, "Git along, sonny."

And the horse moved off at a brisk trot, with head high in the air. —Chicago Tribune.

## Wanted a Good Foot.

Models are an important part of a sculptor's need. I doubt whether in this particular we differ from our Greek predecessors, for we read of choice presents, such as peacock's given by Phidias to his models, showing how much he valued them, presumably because it was as difficult then as now to get good ones.

To be a model in business of itself, and when we remember the number of art schools there are, even in London alone, and the many artists who are entirely dependent upon them, it may be realized what a large body they must be.

The men are mostly Italians, chiefly, I am told, from the neighborhood of Naples. The women are, as a rule, English and have often sat from babies. To find a well formed foot is almost an impossibility among the best of them, owing to the long cramping in boots, but a friend once told me that he had a cast of the foot of an Indian woman that was as beautiful as the foot of a Greek statue.

Our English models lack often the suppleness of figure that distinguishes more southern races, such as the Italian, which is partly accounted for by the heavy, cumbersome clothes our climate necessitates. But such as they are we have to make the best of them, and a really good one is eagerly sought after. —Good Words.

## The "Tomb of Cain."

The early traditions concerning the city of Damascus are curious and interesting, even though untrustworthy and contradictory. By some of the ancient writers it was maintained that the city stands on or near the site of the garden of Eden, and just outside there is a beautiful meadow of red earth from which, it is said, God took the material from which he created Adam. This field is called Ager Damascenus, and near its center there formerly stood a pillar which was said to mark the precise spot where our first parent was created. A few miles out there is an eminence called the Mountain of Abel, supposed by some to be the place where the first two brothers offered their sacrifices, also the spot where the first murder was committed. The most interesting spot pointed out, however, is about three leagues from the city, where an old ruin is shown which all the orient believe to be the tomb of Cain. The traditions respecting this famous spot are known to antedate the Christian era by several hundred years. Up to the time of Vespasian the interior of the tomb is said to have been lighted and warmed by one of the "ever-burning" lamps so commonly used by the ancients. —St. Louis Republic.

A New Kind of Insurance.

Agent—Ah, good morning, Mr. Talked-to-death. I've called to see you about insuring you in my company. I want to—

Mr. Talked-to-death—Oh, go away! I don't want any insurance. I'm already—

But, sir, you don't understand. This—

"No, I tell you! I've been nearly talked into my grave by insurance agents, and—"

"Aha, now we're talking business! That's just why you ought to take a policy in my company."

"What is your company?"

"Why, it insures you against being talked to death by insurance agents!"

Boston Traveller.

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NATIONAL LEAD CO., New York.

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We shall now give some striking practical illustrations by making a number of advantageous offerings, which will partly indicate the character of service we intend to give the people.

And the elegant buggy was damaged \$25 worth by the flames before it occurred to anybody to scatter the blazing stuff.

And then an old colored man in a faded suit of secondhand clothes and a hat with half the brim gone went out and spoke kindly to the high spirited animal, rubbed his nose, patted him on the neck, climbed into the damaged buggy and said, "Git along, sonny."

And the horse moved off at a brisk trot, with head high in the air. —Chicago Tribune.

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